

Amendments to the Claims

This listing of claims will replace all prior listings of claims in the application.

Listing of Claims

1. (Currently amended) A protective device for a motor vehicle comprising a flat sheet which is movably supported between a compactly rolled-up rest position and a pulled-out deployed position, ~~which~~said flat sheet ~~is being~~ supported over its pull-out path in guideways in ~~the~~opposing sides of the vehicle, ~~whereby a~~wherein two powered drive ~~system is~~systems are associated with the flat sheet on opposite sides ~~thereof of~~ the vehicle, the powered drive systems being connected to one another through a mechanical synchronization gearing assembly to be synchronously driven ~~by a synchronization means, wherein the two drive systems are connected to one another through a mechanical synchronization gearing assembly.~~

2. (Currently amended) The protective device according to Claim 1, wherein the synchronization gearing assembly ~~has~~comprises an elongated transfer ~~means~~device coupled to the two drive systems.

3. (Currently amended) The protective device according to Claim 2, wherein said transfer device comprises a flexible push/ and pull device~~means is provided as a transfer means.~~

4. (Currently amended) The protective device according to Claim 2, wherein said transfer device comprises a flexible torque transfer shaft~~is provided and is~~ coupled to drive shafts of the two drive systems.

5. (New) A protective device in a motor vehicle comprising:

a flat sheet that is movably supported between a compact, rolled-up rest position and a pulled-out deployed position;

a first guideway in a first side of the vehicle and a second guideway in a second opposing side of the vehicle, the first and second guideways for receiving and supporting said flat sheet along its pull-out path;

a first strand in the first guideway on the first side of the vehicle secured to said flat sheet;

a second strand in the second guideway on the second side of the vehicle secured to said flat sheet;

a first driving system on a first side of the vehicle for moving said first strand;

a second driving system on a second side of the vehicle for moving said second strand; and

a mechanical synchronization assembly for ensuring that the first and second driving systems are synchronized.

6. (New) The protective device in a motor vehicle of Claim 5, wherein said mechanical synchronization assembly comprises a mechanical synchronization gear assembly connected to said first driving system on the first side of the vehicle and connected to said second driving system on the second side of the vehicle.

7. (New) The protective device in a motor vehicle of Claim 6, wherein said first driving system and said second driving system each comprise a drive motor having a drive shaft.

8. (New) The protective device in a motor vehicle of Claim 7, wherein each said drive shaft includes a drive pinion for moving the respective first or second pull strand.

9. (New) The protective device in a motor vehicle of Claim 8, wherein each said drive pinion mates with a corresponding part of said mechanical synchronization gearing assembly to ensure that the first and second driving systems are synchronized

10. (New) The protective device in a motor vehicle of Claim 6, wherein said mechanical synchronization gearing assembly comprises a rack.

11. (New) The protective device in a motor vehicle of Claim 6, wherein said mechanical synchronization gearing assembly comprises a flexible push and pull device.

12. (New) The protective device in a motor vehicle of Claim 7, wherein said mechanical synchronization gearing assembly comprises a flexible torque transfer shaft coupled to the respective drive shafts of said first and second drive systems.

13. (New) A protective device in a motor vehicle comprising:

- a flat sheet that is movably supported between a compact, rolled-up rest position and a pulled-out deployed position;

- a first driving system on a first side of the vehicle;

- a second driving system on a second side of the vehicle;

- a first pull strand on the first side of the vehicle secured to said flat sheet and controlled by said first driving system;

- a second pull strand on the second side of the vehicle secured to said flat sheet and controlled by said second driving system; and

- a mechanical synchronization gearing assembly connected to said first driving system on the first side of the vehicle

and connected to said second driving system on the second side of the vehicle to ensure that the first and second driving systems are synchronized.

14. (New) The protective device in a motor vehicle of Claim 13, wherein said first driving system and said second driving system each comprise a drive motor.

15. (New) The protective device in a motor vehicle of Claim 14, wherein each said drive motor includes a drive shaft.

16. (New) The protective device in a motor vehicle of Claim 15, wherein each said drive shaft includes a drive pinion for moving the respective first or second pull strand.

17. (New) The protective device in a motor vehicle of Claim 13, wherein said first driving system and said second driving system each comprise a hydraulic system.

18. (New) The protective device in a motor vehicle of Claim 13, wherein said first driving system and said second driving system each comprise a pneumatic system.